A FREE SAFETY OFFER FROM RUGER

DO YOU OWN AN "OLD MODEL" (PRE-1973) RUGER SINGLE SIX, BLACKHAWK, SUPER BLACKHAWK, OR BEARCAT SINGLE ACTION REVOLVER LIKE THESE?

The patented Ruger Conversion Kit is an entirely new operating system for these revolvers. It can help prevent accidental discharges caused by a drop or blow to the hammer if the user has failed to take the basic safety precaution of keeping the hammer down on an empty chamber. *That's very important!*

This mechanism can be factory-installed without any further alteration. The frame and other major parts will not be affected by this Conversion. The value of the gun will not be impaired, and we will return your original parts for collector's purposes.

To receive a **FREE** factory safety Conversion, write to us at Sturm, Ruger and Company, Inc.; Lacey Place, Dept. KC; Southport CT 06890. We will provide you with a shipping container and instructions. You only pay initial shipping to our factory. We will cover all other charges including return shipping costs. Please write to us without delay if you have one of these guns, and tell your friends about the availability of this kit. Remember that the safest way to carry any older single-action revolver, regardless of manufacturer, is with the hammer down on an empty chamber.

If your revolver has the words "New Model," "Bisley," or "Vaquero" on the frame, this offer is not applicable. Please write to us at:

Sturm, Ruger & Company, Inc.
Department KC
Lacey Place
Southport, CT 06890

for full details and a FREE shipping box.

Three frame screws identify the "old model" Single Six, Blackhawk, and Super Blackhawk made from 1953 to 1972.

Serial numbers below 93-00000 identify old Bearcat and Super Bearcat models made from 1958 to 1972.

RUGER

Arms Makers for Responsible Citizens®

FREE instruction manuals for all Ruger firearms available upon request. Please specify model for which you require a manual.

INSTRUCTIONS

and

PARTS LIST

for

RUGER®

BLACKHAWK®

and

SUPER BLACKHAWK®

REVOLVERS

NOTE: This model out of production
— For reference use only.

STURM, RUGER & Company, INC.
SOUTHPORT, CONNECTICUT 06490
U.S.A.

R12/35/12-81

GENERAL

The construction of the Ruger Blackhawk and Super Blackhawk revolver is very similar to and is specifically designed to give the feel and handling qualities of the very early single-action revolvers. We have purposely retained a design that is basically over 100 years old.

To retain this authenticity, the mechanical principles of the very early single action revolvers have been retained as much as possible, with the exception of the redesign on certain parts in the Blackhawks to give greater durability and simplicity.

The following instructions for loading and firing, safe handling, care and cleaning, are applicable to all Ruger revolvers, regardless of caliber.

There are four possible positions in which the hammer may be placed, as shown on Figure No. 1:

1. **Hammer resting on firing pin.**
2. **Hammer resting on safety notch.**
3. **Hammer resting on loading notch.**
4. **Hammer resting on full cock notch.**

The safety and loading notches are designed so that the hammer cannot be released from either of these positions by **normally** pulling the trigger.

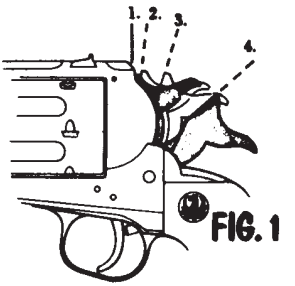


FIG. 1

AMMUNITION

The Ruger Blackhawk in .357 Magnum caliber is intended to be used with any of the commercially loaded .357 Magnum cartridges but in many cases the power of this cartridge is more than is required and the various .38 Special cartridges (mid range, regular, high speed) can be used when a less powerful load is wanted. With the interchangeable 9mm extra cylinder, 9mm Luger ammunition can also be used.

The Ruger Blackhawk and Super Blackhawk in .44 Magnum caliber are specially constructed for the .44 Magnum cartridge. However, .44 Special and .44 Russian ammunition may be used efficiently and may be preferred when there is no necessity for the extreme power of the .44 Magnum cartridge. The Blackhawk in .41 Magnum caliber is specially constructed for the .41 Magnum cartridge. Likewise, the Blackhawk .30 Carbine is specially constructed for that cartridge. The .45 caliber Blackhawk is chambered for the .45 Colt cartridge; the interchangeable .45 ACP extra cylinder permits the use of this cartridge also.

WARNING: Certain lots of 9MM ammunition may cause occasional pierced primers when fired in the Blackhawk Convertible revolver. These sensitive primers were designed for firearms having a characteristically light firing pin blow and should be avoided in the Blackhawk Convertible.

TO LOAD AND FIRE

1. The hammer should be brought back from its extreme forward position or from the safety notch position, to rest on the loading notch (position No. 3). In this position the cylinder is unlocked and may be rotated freely in a clockwise direction.
   (If the hammer is brought back too far, or if the hammer is put into the loading position by easing it forward from full cock, the cylinder will not be free to rotate.)
2. Swing open the loading gate, and turning the cylinder by hand, insert the cartridges into the chambers as shown in Fig. 2. Close the loading gate after the cylinder has been loaded.

3. CAUTION: If the gun is to be fired immediately, correct handling of the revolver requires that the hammer must be eased forward to the safety notch *before* the hammer is drawn back to the full-cock position for the *first shot.* The hammer should be drawn with a firm positive motion to the full-cock position for each shot, thus actuating the working parts for complete indexing. *Unless this procedure is followed in any single-action revolver, the cylinder is apt to be out of index when fired.*
4. To eject the empty cartridge cases, move the hammer back to the loading position, open the loading gate, and turning the cylinder by hand, bring one of the chambers into line with the ejector rod. The ejector is then moved rearwardly by means of the thumb-piece on its forward end so that it will slide through the chamber and push out the fired cartridge case (Fig. 3).

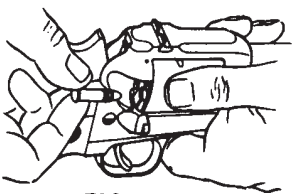


FIG. 2

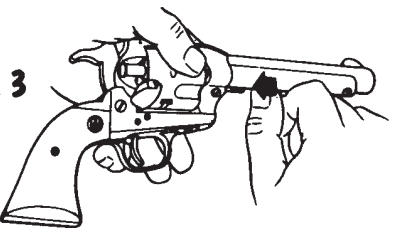


FIG. 3

SAFETY NOTE

If these revolvers are to be carried loaded, certain precautions *must* be observed in the interest of safety. (These precautions also apply to the older types of single action revolvers.)

Load only five chambers, placing the empty chamber in alignment with the firing pin and the hammer either in the safety notch or resting on the firing pin.

Do not carry one of these revolvers with a cartridge in line with the firing pin. Neither the safety nor the loading notch can be depended upon in case of a heavy blow on the hammer or the trigger. **NEVER** permit the hammer to rest on the firing pin with a loaded cartridge in line with the barrel. Under such circumstances, the firing pin will be in direct contact with the primer of the loaded cartridge and a light accidental blow on the hammer can readily cause the gun to discharge.

WARNING: This revolver can be fired by excessive pull on the trigger from either the safety notch position indicated by No. 2 in Figure 1, or the loading notch position indicated by No. 3 in Figure 1.

The loading notch and the safety notch provide only partial security. If these notches are damaged, as they may be by "fanning", they offer no security. Never depend on this or any other mechanical safety device to justify pointing the firearm at any person.

Fanning is unsafe for you and abusive to your revolver.

TO REMOVE CYLINDER

1. **Remove cartridges, if any, from cylinder.**
2. **Position hammer so that it is resting on its loading notch.**
3. **Open gate.**
4. **Press base pin latch on left side and withdraw base pin.**
5. **Cylinder may then be removed toward the right side of the gun.**

SIGHT ADJUSTMENT

Each click of the sight adjustment screws (either windage or elevation) will move the point of impact of the bullet approximately ¾" at a range of 25 yards. The height of the front sight has been set to take best advantage of the elevation adjustment in the rear sight, considering the various ranges at which the gun is most likely to be used and the physical difference of various individual shooters.

TO DISMANTLE INTERIOR PARTS

1. Remove grip panel screw and lift grip panels away from grip frame.
2. Bring hammer back to full cock position and insert any convenient nail or pin into the small hole at the lower end of the hammer strut; then press the trigger and permit the hammer to move to a forward position. (It will be observed that the pin which has been placed in the hammer strut hole serves to confine the mainspring.)
3. Remove 5 screws which fasten the grip frame to the cylinder frame. In separating the grip frame from the cylinder frame take care to prevent loss of the pawl spring and plunger. These parts are located in a hole drilled from the rear face of the cylinder frame, adjacent to the upper left grip screw hole.
4. Remove hammer pivot screw and hammer.
5. Remove trigger pivot screw and trigger.
6. With a small screw driver free the fixed leg of the cylinder latch spring from its anchoring hole on the left inside wall of the cylinder frame.
7. Remove cylinder latch pivot, cylinder latch and spring.
8. It will be noted that the trigger spring and plunger are positioned in a hole in the grip frame at the rear of the trigger guard bow. The innermost coil of the trigger spring is enlarged to prevent its loss during disassembly and reassembly, and care should be observed in removing the plunger and spring to prevent deformation of the spring.
9. The hammer plunger is retained in the hammer by means of a pin which may be removed by means of a small drift.

Reassembly follows in the reverse procedure.

Note: Always use a good quality screw driver which properly fits the screw slots to avoid unsightly deformation of the screw heads.

ALTHOUGH THE FOREGOING OUTLINES THE CORRECT PROCEDURE, WE WISH TO EMPHASIZE THAT SUCH DISMANTLING IS SELDOM IF EVER NECESSARY.

CARE AND CLEANING

The internal mechanism of these revolvers can be readily lubricated without disassembly. A few drops of oil may periodically be applied with an oil can around the various frame openings where the oil can work into the adjacent parts. The exterior of the gun should be wiped with an oily rag whenever it is to be laid away in order to protect the finish against rust.

To clean the barrel and chambers, wipe out powder residue with a clean patch of cloth, saturated with a lead solvent and allow to stand for several hours. The bore and chambers should then be wiped clean and oiled.

Special Note: .357 Magnum cartridges are known to produce leading. The use of jacketed bullets will alleviate this problem.

SERVICE POLICY

Before shipment every Ruger firearm is carefully inspected and test-fired in order to prove that it is in perfect condition and conforms fully to our specifications and standards. If there is any question with regard to the performance of the gun, please write to our Service Department, fully describing all circumstances and conditions involved.

If you should return your Blackhawk for repair or order parts, please comply with the following suggestions for prompt service:

PARTS:

1. Please send remittance with orders for parts. Because of handling costs, we cannot accept orders for parts for less than $1.00.
2. Order parts by both name and number.

FIREARMS:

1. Only Federally Licensed Dealers may *mail* handguns. Handguns *mailed* by individuals are confiscated by the post office. Federal and local regulations must be complied with when shipping any firearm to us. In most locations United Parcel Service (UPS) will accept handguns for shipment to the manufacturer for repair. If UPS will not accept the handgun for shipment, then you must have a Federally Licensed Dealer ship the handgun to us. When repaired, it will be returned to him.
2. Guns shipped to factory should be sent prepaid. We will not accept collect shipments.
3. For best repair service always enclose letter furnishing serial number and Model of gun. Also, state nature of trouble experienced or of work desired. (Merely stating "defective" or "repair" is inadequate information.)
4. Work performed will bear a net minimum labor charge of $10.00. The charge for rebluing is $15.00, which includes labor.

PARTS LIST AND SUGGESTED RETAIL PRICES

Parts for Blackhawk revolvers in calibers 357, 41, 30 and 45.

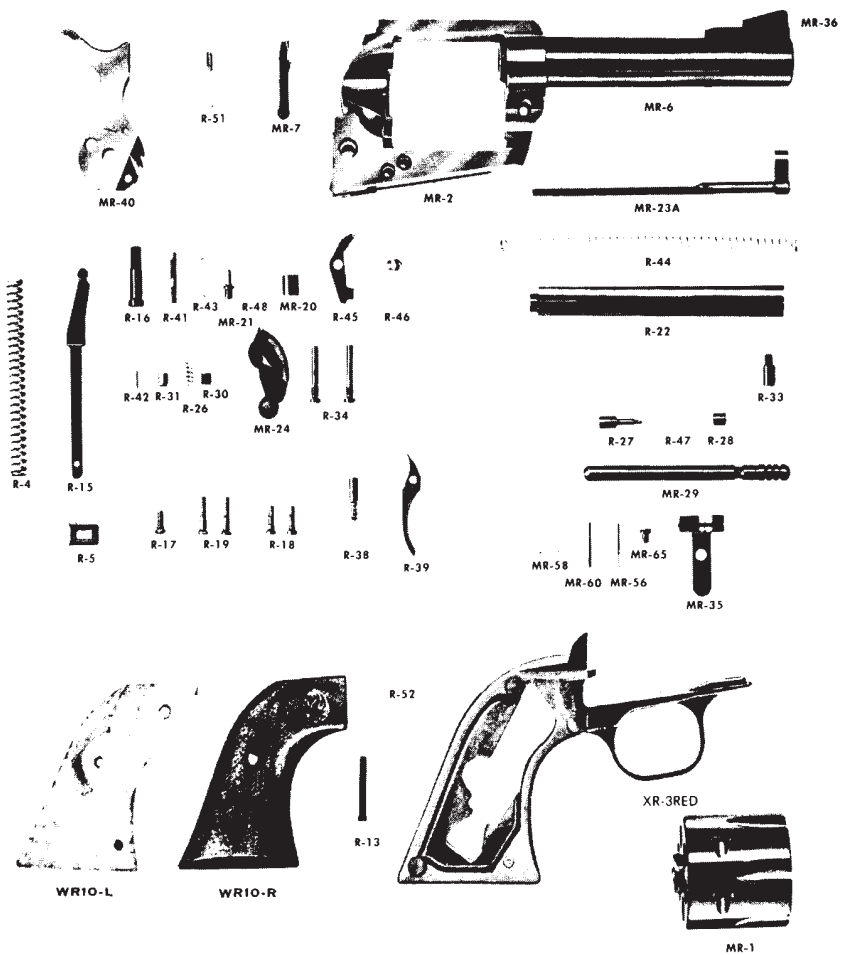
Part No.	Part Name	Price
MR-6	*Barrel, which includes Front Sight. (Specify caliber and length.) Cal. 357 and 41, in 4⅝" & 6½". Cal. 45, in 4⅝" & 7½". Cal. 30, in 7½".	$19.00

NOTE: *All* barrels are of current manufacture and are marked with safety message.

R-27	Base Pin Latch	.50
R-28	Base Pin Nut	.50
MR-29	Base Pin (Specify caliber.)	1.50
R-47	Base Pin Latch Spring	.50
MR-1	*Cylinder (Only non-counterbored available.)	29.00
MR-2	Cylinder Frame. Not offered.	Not available
R-45	Cylinder Latch	2.00
R-46	Cylinder Latch Spring	.50
R-22	Ejector Housing (Specify caliber.)	5.25
R-33	Ejector Housing Screw (Specify caliber.)	.50
R-44	Ejector Spring	.50
MR-23A	Ejector Rod Assembly (Specify caliber.)	3.00
MR-21	Firing Pin	1.00
MR-36	Front Sight (Specify caliber.)	3.75
R-26	Gate Detent Spring	.50
R-30	Gate Spring Screw	.50

(Continued on next page.)

Part No.	Part Name	Price
R-31	Gate Detent Plunger	.50
MR-24	Gate Assembly	5.00
XR-3RED	Grip Frame	19.50
WR-10RL	Grip Panels, Right and Left, includes Ferrules, Medallions and Screw. Sold as a pair only.	9.25
R-13	Grip Panel Screw	.50
R-17	Grip Frame Screw (Front)	.50
R-18	Grip Frame Screw (Rear)	.50
R-19	Grip Frame Screw (Lower)	.50
MR-40	**Hammer	No longer available
R-15	Hammer Strut	.50
R-16	Hammer Pivot	.50
R-41	Hammer Plunger	.50
R-42	Hammer Plunger Pin	.50
R-43	Hammer Plunger Spring	.50
R-4	Mainspring	.50



Part No.	Part Name	Price
R-5	Mainspring Seat	.50
R-52	Medallion	.50
MR-7	Pawl (Specify caliber.)	2.00
R-51	Pawl Spring and Plunger	.50
R-34	Pivot Screws	.50
MR-60	Recoil Plate Cross Pin	.50
MR-20	Recoil Plate	1.50
MR-35	Rear Sight Complete (Including Elevation Screw and Spring)	6.00
MR-58	Rear Sight Spring	.50
MR-65	Rear Sight Elevation Screw	.50
MR-35A	Rear Sight Blade	.50
MR-56	Rear Sight Pivot Pin	.50
R-48	Rebound Spring	.50
R-38	Trigger Spring and Plunger	.50
R-39	**Trigger	No longer available

Parts for Blackhawk in cal. 44 Mag., and for Super Blackhawk†

MR-6-44	*Barrel, which includes Front Sight. 7½" and 10½". (specify length.)	22.00

NOTE: *All* barrels are of current manufacture and are marked with safety message.

MR-29-44	Base Pin	2.50
MR-1-44S	*Cylinder (non-fluted only) (Only non-counterbored available.)	29.00
MR-2-44S	Cylinder Frame. Not offered.	Not available
MR-22-44	Ejector Housing	5.25
MR-33-44	Ejector Housing Screw	.50
MR-7-44	Pawl	2.00
MR-10RLS	Grip Panels, Right and Left, includes Ferrules, Medallions and Screw. Sold as a pair only.	9.25
MR-3D	Grip Frame - Steel	45.50
MR-40-44S	**Hammer	No longer available
MR-39	**Trigger	No longer available
MR-35	Rear Sight, Complete (including Elevation Screw and Spring)	6.00

*Parts must be installed at the factory. (Plus $10.00 net labor charge.)

**These parts are available as components of the *Ruger Single Action Conversion Kit,* which also includes a transfer bar, cylinder latch, cylinder latch spring, pawl and base pin. This conversion kit can be installed in old model Ruger Single Six or Blackhawk revolvers at no charge. Write us for full details.

†All other parts for these models are interchangeable with appropriate and corresponding Blackhawk 357 Magnum revolver parts.

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